				RAL INTELLIGENCE MATION			
CO	UNTRY t	SSR/Mongo	lia			DATE DISTR. 9 June 1954	
SU	BJECT I	ligh <b>ways</b> C	onnecting the	USSR and Mong	olia	NO. OF PAGES 3	25X1
	ACE CURED				25X1	NO. OF ENCLS.	
DA <sup>-</sup>	QUIRED .	•				CLIDDI FARNT TO	25
AC(	QUIRED					SUPPLEMENT TO REPORT NO.	25
DA'	TE OF IMP	CRMATION					
GF Ahs Lat Pre	THE UNITED STATE TO BE THE U.S. TOB BF ITS CONT. HEBITER BY LAS.	S. DITMIN THE ME. COSE, AS AMENDA HTS TO BE SECRIF	AFFECTION THE MATIGUAL D ANIME OF TITLE 18; PECTIC BP. ITS TRANSMISSING OR T OT AN UNAUTHDRIZED FEB B OF THIS FORM IS PROWIS	00 76 56 145 76 3 1 61 72 -	THIS IS UN	NEVALUATED INFORMATION	4
	3 44						25>
(¥1	an is co Re st Ch	Mongolia mtimually ilroad be ations. ita and B order to at south	ad from the U was the one b o Undar-Khan . An old gra recressed th tween the Chi In 1936 areasus from to avoid the cou- toward the Mon	(47° 19'W - 11'wel road, sixty e railroad tra- ta and Darassa plane to inree to five k: attimal crossis agolian border	Chita (52° 03 0° 39'E) on the kilometers of the on the Treat (52° 18'H - 1) build a new of the contract of the	ns-Siberian 115° 40' B) road between a the railroad a from Darasum	
5X1	and in the control of	a going to Mongolia ations. its and he order to at south the mortinapcherenge.	ad from the U was the one b o Undar-Khan An old gra- recrossed th tween the Chi- In 1936 arasum from to avoid the con- toward the Mon hwest of Aksh- a (490 42' 8	eginning near (47° 19'W - 111'wel road, sixty e railroad trata and Darasua plans to hree to five known translated to five known agolian border a (50° 16' W - 112° 10' R).	Chita (52° 03° 09° 18° 08° 18° 08° 18° 08° 18° 18° 18° 18° 18° 18° 18° 18° 18° 1	ne Karales River in length, as-Siberian 115° 40' E) road between e the railroad i from Darasum et four kilometers and them on to	
5X1 5X1	and in the control of	a going to Mongolia attinually ilroad be attons. its and he order to at south the mortine persons was intimus gontinuing of the south the south the south was antimuing of the south the s	ad from the U was the one b o Undar-Khan An old gra- recrossed th tween the Chi In 1936 arasus from t avoid the con toward the Mon hwest of Alash a (490 42' B changed from soved one to to not the Mon to the Mon to the Mon	eginning near (47° 19'W - 11'wel road; sixt; e railroad tratta and Darasua plans to hree to five kntimeal crossingolian border; a (50° 16' H - 112° 10' E). a third class two kilometers molian border solian border	Chita (52° 03')  O 39'E) on the Treat (52° 18'N - 1 Emilé a new x llowsters from 113° 17' E) a In 1936, the road to a sec to the east of the Emile and the country of the c	ne Kerales River in length, ne-Siberian 115° 40' E) road between the railroad infrom Darasum the four kilometers and then on to the road from the four kilometers and then on to the road from the four kilometers and then on to the road from the four kilometers and then on to the road from the four kilometers and the f	
	is is constant of the constant	a going to Mongolia mongolia mongolia mondo be ations. its and he order to at south the morti apcherenge rasus was it was a timuing conditions road the south its serial conditions.	ad from the U was the one b o Undar-Khan An old gra- recrossed th tween the Chi In 1935 arassa from t avoid the co toward the Mon twest of Aksha (490 42' B changed from avoid one to to be from to the Monga troat From that continued	eginning near (47° 19'W - 11 wel road, sixt, e railroad trata and Darasua plans to bree to five kintimal crossis agolian border a (50° 16' H - 112° 10' E), a third class two kilometers golian border a the Mongolian i on to Umber-4	chita (52° 03 0° 39'E) on the fram (52° 16'H - 1 twild a new religions from 113° 17' E) a In 1936, the road to a sec to the east of the fixed frame of the thickers from 113° 17' E) a In 1936, the road to a sec to the east of the fixed frame of the fixed border, there	ne Karales River in length, 10-Siberian 1150 A01 E) red between t the railroad i from Darasum tt four kilometers and then on to read from cond class road of Khapcherenga, bithum as a une a third a finished in	
5X1	and in the control of	a going to a going to a going to a going to a trimually ilroad be ations. It a smd he order to at south to the mortile appearement was a stimuing cool class asserted to a golian be pased the	ad from the U was the one bo Under-Khan  An old gra- recreased the tween the Chi- In 1936 arasum from to avoid the contoward the Montaged from moved one to the Homes road. From that continued 37, orders we striver Under a fiver Under a fiver Under a fiver Under the striver Under the striper the striver Under the striver Under the striver the striver Under the striver the striper th	eginning near (47° 19'W - 11'wel road, sixt, e railroad trata and Darasum plans to hree to five kntimeal crossin agolian border a (50° 16' H - 112° 10' E). a third class two kilumeters golian border a the Mongolian to Under the Hongolian ion the Hongolian	chita (52° 03° 09° 39° 18° ca the kilometers in the Tran (52° 18° 18° 18° 18° 18° 18° 18° 18° 18° 18	ne Kerales River in length, as-Siberian 1150 40' E) road between the the railroad if from Darasum the four kilometers and them on to road from cond class road of Khapcherenga, baham as a uns a third s finished in cond from the pond from the	25)
5X1	and in the control of	a going to Mongolia attinually ilroad be attions. its and he order to at south the mortil the morti	ad from the U was the one bo Under-Khan  An old gra- recrossed th tween the Chi- In 1996 arasum from to avoid the contoward the Montoward the Montoward one to the Monga road. From the Monga road. From the Monga road one to the Monga road from the	eginning near (47° 19'W - 11'wel road, sixt, e railroad trata and Darasum plans to hree to five kntimeal crossin agolian border a (50° 16' H - 112° 10' E). a third class two kilumeters golian border a the Mongolian to Under the Hongolian ion the Hongolian	chita (52° 03° 09° 39° 18° 00° 18° 00° 18° 00° 18° 00° 18° 18° 18° 18° 18° 18° 18° 18° 18° 18	ne Karales River in length, as-Siberian 115° 40' E) road between the the railroad i from Darasum the four kilometers and them on to the road from cond class road of Khapcherenga, behun as a twas a third s finished in oud from the point where it to build a	
5X1	and in the control of	a going to Mongolia attinually ilroad be attions. its and he order to at south the mortil the morti	ad from the U was the one bo Under-Khan  An old gra- recrossed th tween the Chi- In 1996 arasum from to avoid the contoward the Montoward the Montoward one to the Monga road. From the Monga road. From the Monga road one to the Monga road from the	eginning near (47° 19'W - 11'wel road; sixt, e railroad trata and Darasum plans to bree to five kntimeal crossin agolian border a (50° 16' H - 112° 10' E). a third class two kilometers golian border a the Mongolian i on to Under-Mire received to 189° 56' H - 11 second class received class r	chita (52° 03° 09° 39° 18° 00° 18° 00° 18° 00° 18° 00° 18° 18° 18° 18° 18° 18° 18° 18° 18° 18	ne Karales River in length, as-Siberian 115° 40' E) road between the the railroad i from Darasum the four kilometers and them on to the road from cond class road of Khapcherenga, behun as a twas a third s finished in oud from the point where it to build a	
5X1	and in the control of	a going to Mongolia attinually ilroad be attions. its and he order to at south the mortil the morti	ad from the U was the one bo Under-Khan  An old gra- recrossed th tween the Chi- In 1996 arasum from to avoid the contoward the Montoward the Montoward one to the Monga road. From the Monga road. From the Monga road one to the Monga road from the	eginning near (47° 19'W - 11'wel road; sixt, e railroad trata and Darasum plans to bree to five kntimeal crossin agolian border a (50° 16' H - 112° 10' E). a third class two kilometers golian border a the Mongolian i on to Under-Mire received to 189° 56' H - 11 second class received class r	chita (52° 03° 09° 39° 18° 00° 18° 00° 18° 00° 18° 00° 18° 18° 18° 18° 18° 18° 18° 18° 18° 18	ne Karales River in length, as-Siberian 115° 40' E) road between the the railroad i from Darasum the four kilometers and them on to the road from cond class road of Khapcherenga, behun as a twas a third s finished in oud from the point where it to build a	
5X1	and in the control of	a going to Mongolia attinually ilroad be attions. its and he order to at south the mortil the morti	ad from the U was the one bo Under-Khan  An old gra- recrossed th tween the Chi- In 1996 arasum from to avoid the contoward the Montoward the Montoward one to the Monga road. From the Monga road. From the Monga road one to the Monga road from the	eginning near (47° 19'W - 11'wel road; sixt, e railroad trata and Darasum plans to bree to five kntimeal crossin agolian border a (50° 16' H - 112° 10' E). a third class two kilometers golian border a the Mongolian i on to Under-Mire received to 189° 56' H - 11 second class received class r	chita (52° 03° 09° 39° 18° 00° 18° 00° 18° 00° 18° 00° 18° 18° 18° 18° 18° 18° 18° 18° 18° 18	ne Karales River in length, as-Siberian 115° 40' E) road between the the railroad i from Darasum the four kilometers and them on to the road from cond class road of Khapcherenga, behun as a twas a third s finished in oud from the point where it to build a	· · · · · · · · · · · · · · · · · · ·

## - 2 -SECRET

over the Uldza was about sixty meters long and eight meters wide, with two lanes of traffic in each direction. The only other large bridge on the read was the one crossing the river Onan (510 41' N - 1150 47' E) near the Mongolian border, which was a Fermii Gen type.

2. There was relatively little traffic over the road. maintenance crews and, very occasionally, military vehicles crossing the border. The part of the road between Khapcherenga and Darasum was more heavily utilised as large tim mines were located in Khapcherenga. There were about ten three-ton Zis trucks per day carrying tim from Khapcherenga to Darasum. At Barasum the tim was loaded outo freight cars. On the return trip to Enapcherenge, the trucks carried supplies for the workers at the tin mines. There were military garrisons in both Under-Khan and Beintumen, but their supplies did not come on the road from Barasum to Wader-Khan. Instead, they were transported by train along the Trans-Siberian Railway to a station mear the Manchurian border, and then by Zis truck into Mongolia along an old Czarist road which runs moar and parallel to the Manchurian Sorder down to Baintumen. The supplies for the garrison at Undur-Khan were carried on an old road from Baintener.

3. There is another read into Mongolia between Wlan-Ude and Winn-Bater, crossing the Mongolian border at Kyakhta (50° 20' H = 106° 30'E). This read lad not been committely finished in 1930

It was built not as a commercial route, but for strategic and military purposes, and bad very little traffic.

25X1 Border Check Points

25X1

25X1

25X1

25X1

A. There were so extensive border checking arrangements on the roads isto Mongolis because the traffic on them was so negligible. There were fairly strict contraband regulations to prevent the smuggling of cheap Mongolian goods into the USSR. The Soviet authorities used Mongolia as a dumping ground for any excess goods, and prices in Mongolia were therefore much cheaper. A suit that could readily be bought in Mongolia for about 150 turies in 1938 (equivalent 20 about 200 rubles) would cost 800 to 1000 rubles

in 1938 (equivalent 30 about 200 rubles) would cost 800 to 1000 rubles in the USSR. Boots costing 15 turies in Mongolia (about 20 rubles), would cost 100 rables in the USSR. Many commedities were thus four or five time; more at we in the USSR than in Mongolia. The Soviet authorities, ... refor ... et up very strict regulations to control the finances of any Soviet personnel working in Mongolia, such as the approximately twenty Seviet maintenance personnel stationed mear the Uldan River on the Darasun to Under-Khan road. The personnel received only 10% of their salary in Mongolian turies, and the rest was deposited in a beak in Ashka in Russian rables. There were also standard regulations set up for these workers, as up the quantity of cartain commodities which they could buy. A member of the Seviet road crew in Mongolia for instance, was permitted to buy one swit in Musgolin if he worked there six mouths, two swits if he worked there one year, and three suits if he worked there two years. The guards at the border control points on the roads between the USSR and Mongolia checked the documents and also searched for any contraband.

SECRET

Sanitized Copy Approved for Release	2011/09/01	: CIA-F	RDP80-	00809A	0006000	060078-0
					25X	1

- 3 -	
SECRET	

There were four or five soldiers of the NKVD border guard at the border control points, both on the Darssun to Undur-Khan road and the old Czarist road mear the Manchirian border leading to Baintumen. In 1938, the border control point on the Darssun to Undur-Khan road was established as an international frestier crossing with content imprection. The road to Baintumen always had a customs inspection station at the border, probably because it was so mear to Manchuria. All vehicles travelling across the border on the Barssun to Undur-Khan road had to get documents from the Regional Highway Administration permitting them to make the trip screes the border; these documents were exemined by the border guards. Permission for vehicle crossings into Mongolis from the USER was obtainable in Chita; an office at the Uldze River bridge on the Darssun to Undur-Hhan road issued permission for vehicles to cross from Mongolis to the USER. In addition to vehicle permits, individual permits were required for each person crossing the Mongolian border. The border chick points, however, did not usually cause more than a fifteen minute delay in passage.

25X1

SRCHET